

Abstract

Thanks to the permissible tolerances and arrangement of the adjustable clamping means such as

5 clamping blocks 15.1 to 15.8, 30 to 37 / clamping holes and clamping hooks 15.6 / reinforcing rod 17.1d

to the following compound pairs such as

vehicle door 8/ vehicle door 8B, vehicle door / vehicle roof 17, vehicle door / side rail 18, vehicle door / post section(s) and vehicle door / passenger compartment 21,

10 these clamping means are interlocked in the event of arbitrary collision (front-, rear-, side collision and/or rollover or mass accident). To resolve the failure of the prior art the invention achieves

- protection of passengers against ejection from the passenger compartment, intrusion of the vehicle roof and/or of the vehicle doors,

15 – increase of structural stiffness and

- cost saving due to a single construction, manufacturing, testing expenditure, assembly and material supply to pass the EU- and US-Crash Tests.

All the clamping means are suitable for the engagement of tailgate door, sliding side door or cargo door with any vehicle part.

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OTHER PUBLICATIONS

- 5 /1/ Beitrag zur rechnerunterstützten Auslegung und Dimensionierung von
Schraubendruckfedern with beliebigen Kennlinien (Go, Schriftenreihe 81.3, Ruhr-
Universität Bochum)
- /2/ Problematik the Auslegung von Schraubendruckfedern unter Berücksichtigung des
Abwälzverhaltens (Go, Automobil-Industrie 3/82, pp. 359-367)
- /3/ Zum Schwingungsverhalten von Schraubendruckfedern (Go, ATZ 84 (1982), pp. 223-
226)
- 10 /4/ Exzentrische Lagen the Reaktionskräfte bei Schraubendruckfedern (Go, ATZ 86 (1984),
pp. 227-232)
- /5/ Programmsystem AOSK zur Verformungs- und Spannungsanalyse einseitig
abwälzender, strukturell unsymmetrischer Tonnenfeder (Go, Konstruktion 35 (1983)
H.8, pp. 307-312)
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